

COOS BAY IS CALLING FOR YOU--PRESERVE THIS

HARRIMAN BOOSTING COOS BAY MINES, STEAMERS RAILROADS

To realize that Coos Bay has a great future as a railroad point it must be considered that E. H. Harriman has become the owner of the Coos Bay, Roseburg and Eastern Railroad and Navigation company, and is operating a railroad to the head of tide water on the Coquille river at Myrtle Point, and a steamer line to Portland and one to San Francisco, and working his coal mines on a larger scale than ever before in the history of Coos county.

Railroad Rebuilt.
While the people are demanding a great deal of Harriman in the way of new railroads, they should be willing to give him a little credit for putting in fine condition the property he has here on Coos Bay. The line from Marshfield to Myrtle Point has been practically rebuilt, with new bridges and trestles, and 80 per cent of the roadbed has been reconstructed. Two mail and passenger trains a day are operated to Myrtle Point instead of one and eight to ten logging trains a day. The passenger business has increased 100 per cent, and the logging business 200 per cent over a year ago. For the convenience of travel to Coquille trains are operated so that Coos Bay people can all go to Bandon and return the same day, having time for business. All points in the county can be reached the same day.

The Steamer Service.
Besides the freighter Czarina, that makes weekly trips to San Francisco, the elegant passenger steamer "Breakwater" makes weekly trips as per advertisement in this paper between Portland and Coos Bay. This is the finest steamship in her class on the coast, finished the same as a Cunarder and operated by Capt. T. J. McGinn, one of the most accomplished navigators on the Pacific. The writer made the trip out from Marshfield, making the run in 24 hours from the harbor to the dock in the city of Portland. The berths and table service are superior and the vessel has powerful engines and is a splendid sailer, making an almost imperceptible passage over

the bar at the mouth of the Columbia, and not even informing the passengers as she goes into deep water at Coos Bay.

The Coal Mines.
Under the Harriman ownership the output of the coal mines has been increased 200 per cent, and the markets at Portland and San Francisco are being supplied better than ever before. The new mine that is being opened at Southport will within a year equal the output at Beaver Hill. The Henryville mine is to be opened next month, and three mines are to be operated and managed under one head, an experienced coal miner who has been brought out to the coast from one of the big mining districts in the east.

Will Build New Bunkers.
C. J. Mills, vice-president and general manager of the Harriman properties, and president of the

quantities to meet the demand. The quality of the coal being mined at the present time is better than that which has been produced since the mine has been in operation. About 1000 tons a week of Coos Bay coal is being delivered to San Francisco at present. Mr. Mills has established a permanent agency in Portland.

A Practical Man.
Supt. Mills was for many years in the traffic department of the O. R. & N. Co., and is a thorough railroad man. He takes pride in the development of the Coos Bay country, and in mastering the details of the large interests entrusted to his hands. He is popular with the business men and the people of Marshfield generally.

Simpson Park, North Bend. The most beautifully preserved natural park in the northwest.

INTERESTING PLACES TO TO VISIT ON COOS BAY

C. A. Smith Mills, East Marshfield. The largest lumber manufacturing plant in the United States, and that means in the world.

Sunset Bay and Shore Acres, on coast. A magnificent watering resort. Deep sea fishing, rock oysters, mussels, etc., bathing and cliff climbing.

Ten Mile Lakes, Lakeside. A series of beautiful clear lakes in the heart of the coast range. One hundred miles of shore line. Best trout fishing. Boating and bathing.

North and South Fork, Coos river. The coming Hudson of the west. Handsome cottages, and homes, with wooded hills and green valleys, make beautiful its shore lines. Boating and fishing. State fish hatchery.

Let the place which The Times advocated a few weeks ago, in all its details yet. It is quite in line with that plan, and The Times believes that the sooner the people give on their armor and undertake independent action, the sooner the good time will arrive for progressive Oregon.

It is refreshing to know that even if Governor Chamberlain did go over to see Harriman when Harriman neglected to come to see him, the governor is still courageous enough to stand for state action. No need for Governor Chamberlain to be ashamed of his position. Governor Clinton was one time governor of New York. The latter's claim to distinction and individuality is, that while Jefferson sneered at the enterprise undertaken by New York which resulted in the Erie Canal, a state enterprise, the canal was built.

OREGON'S LIVELY INTEREST

SHOWN IN DEEP SEA HARBOR

The development league does well to meet over on Coos Bay. That is an exceedingly interesting and resourceful region, that too has been to a great extent overlooked from the rest of Oregon. Though long-promised railroad has not arrived, that region has not set aside and greatly, and this growth will increase with great rapidity when at last a railroad shall reach deep tidewater there, as one is to do before very long. And it is probably one railroad will be another, or two, and then we shall see a consolidated city built up there that will easily become the second one in Oregon.

All the rest of Oregon should be a lively and deep interest in Coos Bay, and pull together for whatever it wants. It ought to have ample channel to the sea for the largest ships. It ought to have ample railroad service, not across the mountains but north and south—for that coastline railway will not always be a dream. The importance of the Coos Bay region and its magnificent situation and resources should be known and recognized by legislators, lobbyists, publishers, and live people everywhere throughout the state. We will be taking our hats off to Coos Bay a few years.—Portland Journal.

Hunting and Fishing.
Coos Bay and vicinity is a hunter's paradise and the fisherman's delight. There is game in the mountains, fish in the streams and in the bay; rock oysters, crabs, clams, in the bay and ocean. There are deer and elk in season, and cougar and the mountain lion, geese and ducks swarm in the lakes and streams in the winter season. A chain of lakes ten miles north of Coos Bay is attracting attention as a summer resort.

Coos county has two hundred and sixty dairy farms, seventeen creameries and one condensary. The output last year was one million pounds of butter, and nearly as much cheese. No place on earth has a better climate and grass is green the year round.



VIEW OF NORTH BEND, A MANUFACTURING CITY OF COOS BAY.

NATURE HAS MADE COOS BAY THE OUTLET FOR THIS VALLEY

Increasing Commercial Importance of Western Oregon's Greatest Port of Entry Shown By Facts.

As the great practical deep-sea outlet for the vast interior region parallel to the Pacific ocean and capable of sustaining a population of five million people, Coos Bay affords remarkable advantages. It is only seventy miles from Drift, the nearest point to the head of the valley, from which there is a water-level route for a railroad to Marshfield and North Bend, the manufacturing and shipping points on Coos Bay. This harbor is located nearly two hundred miles south of the Columbia river and over three hundred and fifty miles north of San Francisco. The harbor is naturally protected at the entrance by Coos Head a high solid wall of rock keeping the channel and affording protection and refuge to shipping in time of storm, making it in some respects superior to any river entrance on the Pacific coast. Coos Bay harbor can be most easily improved and has been selected by the general government as most worthy of large appropriations. A dredger has been provided by act of congress and the people have subscribed \$15,000 for deepening the inside channel and propose to follow this up by creating a harbor commission with an annual tax to continue the improvement.

A Great Coaling Station.
Coos Bay is located in the midst of a coal area with a total area of two hundred and fifty square miles. At a low estimate, a billion tons of high grade coal, most of which will burn to a white ash in a open grate like about this harbor, in many cases the entrance to the mine, being at tide water, and the coal discharging into the holds of ships. In quality this coal is superior to most of the bituminous coal that is mined in the eastern states. Any other government in the world would long since have converted this harbor into a great fortified coaling station for the shipping and navies of the whole world.

Converted to Mare Island.
Compared to the expenditures on the Mare Island navy yard only a trifle has been spent on Coos Bay by the federal government while twenty million dollars has been expended on Mare Island, a warship drawing twenty feet of water can only enter that navy yard with the greatest difficulty. Unless a more liberal policy is pursued toward the development and fortification of Coos Bay, our country might as well tremble with fear of an invasion from Japan at this important strategic point of entrance to the great inland empire of Oregon.

As a Commercial Port.
Statistics would show that Coos Bay is rapidly becoming a commercial port of some importance. It is a fact that commerce determines shipping, which is proven by the magnitude of business done at the port of Portland, over one hundred

miles inland from the sea and quite a distance up the Willamette river, yet its commerce surpasses that of Astoria or any of the Puget Sound cities. With a railroad pouring the tremendous volume of productions from the Willamette valley into Coos Bay over a railroad such as Mr. Harriman has projected Coos Bay could not help but become a great commercial port of entry. The R.P. railroad system to the port of Astoria is building up a wonderful commerce there but it could never compare with the commerce that would develop at Coos Bay harbor were the tide of traffic and transportation from the great rich interior once debouched at this point. Astoria must always take the loadings of Portland; Coos Bay would have all the commerce of western and southern Oregon.

Value as a Market.
Reliable statistics show that the imports and exports of Coos Bay amounted in 1905 to about a million and a quarter with a balance of nearly a million to the credit of the harbor, showing that the country is practically self sustaining and with its coaling industry practically undeveloped is already producing with the small population enormous wealth annually. The value of this deep-sea harbor to the Willamette valley can only be estimated by a railroad to this harbor would add from one to five dollars per ton to the value of all the principal products produced. Most of the hay, feed and meat products consumed in southwestern Oregon are now shipped in by water after first having been transported by rail to Portland, Puget Sound or San Francisco. A large amount of our fresh fruit and dairy products would come to this coast; the Willamette valley would get the benefit of competitive conditions which it does not now possess. We would be running a great store house, having an exit and an entrance on the Columbia river and the Pacific ocean with streams of commerce and population flowing in and out in both directions.

GOV. CHAMBERLAIN AND STATE RAILROADS

(Marshfield Daily Times.)
Governor Chamberlain does not hesitate to say that if the maritime who hold the railroad destinies of Oregon in their hands, persist in doing nothing for Oregon, then the state should undertake, not only to construct and own the road bed of lines which will traverse Oregon, but also to operate these roads. It is true that he believes the policy of the state, if such a plan should be adopted, is, not to construct, own and operate steam lines, but electric lines, and that there should be extended to all parts of the state where any good can be done. While this

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